

Hearing Statement for the Erewash Core Strategy Review concerning Land Development of 600 houses off of Acorn Way (SGA1)

Name

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1 Oakwood infrastructure utilisation - Medical, Schooling, Transport and Dental

1a Doctors Surgery availability for Oakwood residents

The Doctor's surgery used by my wife and I is called the Park Medical Practice which has a presence in Chaddesden and Oakwood. These practices are operating at a level very close to full capacity because in my experience, it is very difficult to secure an appointment to see a Doctor when required. It is only possible to secure an emergency appointment by telephone after the time of 8 am in the morning of that day. Frequently it is not possible to get an appointment because by the time you get through to the switchboard the appointments have gone.

1.b Pharmacy availability for Oakwood residents

The Wilson's Oakwood Pharmacy used by my wife and I is operating at a level very close to full capacity because in our experience, it can be a waiting time of 2 days before it is possible to collect a Doctor's prescription. For an urgent complaint I believe this is too long

1.c Schooling Availability for Oakwood Residents

Park view Infants and Junior school in Oakwood is oversubscribed every year. Consequently, Oakwood children have to travel large distances outside of the area to access Infants and Junior school services. For instance, our neighbour's grandchildren had to travel to Stanley School for Infant and Junior schooling.

1.d Bus Transport Availability for Oakwood Residents

The Bus operator operates a limited bus service to and from Derby with the last service time shown below. I believe this timetable is too limited for an area the size of Morley Road and Chaddesden Lane. Should the Land off of Acorn way development go ahead then the frequency of bus service must increase.

However, because of the Traffic congestion issue on Morley Road due to the road width being less than the UK Standard I believe this increase in Service will not be possible.

Please see note 3.1.

	Mon – Fri	Saturday	Sunday
Into Derby - Last service time	6.29pm	6.17pm	No service
From Derby - Last service time	7.09pm	6.59pm	No service

Info from the Besthorpe bus stop

1.e Dental practice availability

My Oakwood Dental Practice has recently become a **PRIVATE** practice, meaning that there are treatments I require but cannot afford along with many of my neighbours.

2 The Developer has offered a Finance contribution, value £3,454,860 toward provision of additional pupil capacity at schools in Oakwood and Chaddesden.

Ref Infrastructure Delivery Schedule for the Erewash Core Strategy Review, File Name EBC06

I can see no evidence that it is practically possible to utilise this funding in the Oakwood or Chaddesden area. That is, there appears to be no formal planned costings produced as to how the additional pupil capacity can be delivered in Oakwood. For instance, the Park View

infants and Junior school in Oakwood can only be extended vertically which on balance does not appear to be a practical possibility. Also, the Lees Brook Academy has recently sold land off of Morley Road making it unrealistic that any short to medium term growth is possible.

I fear the reality is that the Oakwood Schooling Infra- Structure is not suitable to facilitate short to medium term growth. This means that the funding will be spent on expanding schools in areas where the Oakwood children would be required to travel a significant distance further a-field to places like Borrowash or Long Eaton. This issue does not appear to have been included in the site selection process.

3 Traffic Congestion

3.1 Traffic Congestion on Morley Road, from the Acorn Way Island to the Wilmot Public House down to the Chaddesden Lane Junction with Nottingham Road, a distance of approximately 2 miles.

On investigation, Morley Road which leads on to Chaddesden Lane both have a width of 20 feet which is 4 feet narrower than the Standard width of 24 feet for a UK two lane Road.

A UK single decker bus is 8.5 feet wide whilst the Average UK car is 6 feet wide. Even with current traffic congestion levels this leaves very little tolerance for on-road parking, without causing serious congestion. For instance, I have been stuck in gridlocked traffic jams in the half mile vicinity of Lees Brook school, on Morley Road, on 2 occasions in the past year. Each occasion being stationary for a period of greater than 20 minutes. This situation in both instances was caused by vehicles being unable to pass through because of oncoming traffic and parked vehicles.

I am greatly concerned that at some point, even with the current level of traffic, this issue will lead to a tragic circumstance with the Emergency Services.

Because Lees Brook Academy school is a senior school with a relatively high proportion of pupils living outside of the area, there will always be parents that drive to the area to collect and drop off their children. The resultant parking by the pupil's parents clearly contributes to the congestion problem along with Council refuse collection, Utility engineers, BT engineers and supermarket deliveries to name but a few.

Even with the introduction of parking controls in this area, I believe the potential for significant traffic growth is unsustainable because of the resultant congestion, the root cause of which being the narrow road width.

EBC report highlighting the forecast traffic congestion problems and the proposed associated mitigation measures to be implemented

EBC Report ref EBT1.1 named Erewash Local Plan reporting v5.2

In the above report, I note that paragraphs 3.2.14 and 3.2.15 highlight the am and pm peak problem areas associated with the Land Development off of Acorn way together with all other sites. Paragraph 4.3 headed Phase 3 Highway Mitigation Measures detail the recommended associated mitigation measures.

I can see nowhere in the council's assumptions, that Morley Road, from the Acorn Way Island to the Wilmot Public House down to the Chaddesden Lane Junction with Nottingham Road is 4 feet narrower than the Standard width for a UK two lane Road.

Without this issue being built into the EBC planning model, the resulting outputs highlighting the am and pm peak problem areas are seriously flawed. That is, both the am and pm peaks in my opinion are significantly understated and need revisiting. I therefore believe the current Mitigation proposals detailed in Paragraph 4.3 do not provide a Sustainable solution.

3.2 The junction where Morley Road, Derby Road and Lime Lane converge

There are significant traffic queues at this junction. I drive through this junction daily and have witnessed many near traffic collisions. There have been frequent collisions, but to my knowledge none too serious to date. I believe this to be a very dangerous junction, primarily because driving up Morley Road heading towards Morley at the Lime Lane junction, you need to turn right for a distance of approximately 10 yards and then turn left. Traffic coming from the Stanley direction heading to Breadsall cross the junction at legal speeds of up to 60 mph.

In my opinion this junction should be traffic light controlled **with immediate effect**.

3.3 Site Access

Site detailed in file name EBC03

Headed Revised Options for Growth March 2021

Proposed Access point 1 Acorn Way Island

Proposed Access Point 2 Directly adjacent to Besthorpe Close

The 2 site access points, namely Acorn Way Island and land adjacent to Besthorpe Close, on Morley Road, I believe are wholly inadequate and unsustainable to support a development of this size.

Because Morley Road is below the Standard width for a UK two lane Road, I believe these two access points would lead to unsustainable levels of congestion being too close to the existing Morley Road properties. This would make resident entry and exit to and from their houses a danger and a significant contribution to even larger traffic congestion.

I believe the only other possible Access point to be on Acorn Way.

By way of background, Acorn Way was built as a link road to connect oakwood with Spondon and Chaddesden. There have been fatal accidents on Acorn Way and this road is subject to serious flooding. As such there would be a need for a major upgrade of this road regarding lighting, drainage and pedestrian access. I can see no such investment within the site selection detail. SGA1 development is therefore unsustainable because of no suitable site access..

4 Potential danger to Oakwood based Lees Brook pupils when entering and crossing Morley Road in the vicinity to the entrance of Lees Brook school

A significant number of Oakwood based Lees Brook pupils enter and exit Morley Road via the footpath from the Oakwood estate near to Besthorpe Close. At peak times the pavement in this area becomes very densely populated. Because Morley Road is 4 feet narrower than the UK standard for a two-lane road, the pupils are dangerously close to oncoming vehicles. This dangerous situation is compounded by the significant bottleneck of pupils waiting to cross Morley Road at Peak times close to the school entrance. The pupils have to walk approximately 600 yards from the foot path entry to Morley Road to the school entrance.

This situation will be mirrored on the other side of Morley Road by the prospective Oakwood based Lees Brook pupils entering Morley Road from the proposed new development. This will undoubtedly result in a significant increase in bottlenecks of students at the entrance to Lees Brook school.

I believe that even with the current level of Oakwood based Lees Brook pupils entering Morley Road in the proximity to the school, the situation poses a significant level of risk that at some point a pupil will collide with a vehicle with a potentially tragic outcome, primarily because of the relatively narrow pavement and road width.

I also firmly believe that the prospective increase in Lees Brook pupils entering Morley Road from the new development **will pose an increased and unacceptable risk of a pupil colliding with a vehicle.**

5 Current Traffic Noise pollution and Emissions affecting, amongst many others, number 205 Morley Road. (My address)

My house is 15 yards from Morley Road. With the current-level of traffic congestion, even though we have double glazing throughout our house, we are experiencing uncomfortable amounts of noise during the peak morning time-periods of 7am to 9.30am and afternoon periods of 3.30 pm and 6.30pm.

My wife has always been an Asthma sufferer albeit to a lesser degree. However, during the past 3 years her condition has deteriorated to that of being a chronic asthma sufferer. We have attributed this to the current traffic levels and consequent emission levels.

I can find no scientific working within the EBC Site Selection Criteria that shows that the projected Noise Emission pollution criteria will increase to within acceptable levels.

6 The Land off of Acorn Way - The proposed change of designation from Greenbelt to Non-Greenbelt Land

6.1 Statements included in the EBC Core strategy feeder documents

Statement 1

File Name EBC03, Revised Options for Growth March 21

“Land West of Acorn Way

Consultation did not identify any substantive issues with this site, consequently it is considered appropriate to continue to propose that this site be deleted from the Green Belt and allocated for strategic housing development.”

Statement 2

File name EBC05

Title EBC Green Belt Technical paper

Extract from Table 3 P6 of 13 concerning the Land West of Acorn Way

“Release of this green belt forms a logical extension of Oakwood and would not compromise the setting of historic villages.”

The above statements, I believe to be inadequate, in that, they imply no viability study has been undertaken concerning the exceptional circumstances necessary to re-

categorise this land. I would have expected the viability study, detailing the exceptional circumstances requiring the re-designation of this land to have been available for both this and the consultation process. This does not appear to have happened making the Sustainability recommendation for the EBC Core Strategy incomplete.

The current Oakwood infrastructure relating to the provision of Doctor & Dental services, Pharmacy supplies and schooling are approaching maximum utilisation, ref my note1. Consequently, by combining SGA1, rather than creating a logical extension of Oakwood I would suggest Urban Sprawl would be created. This will increase tension and frustration of residents by a further decrease in standard of service from Doctors, Dentist, pharmacies and schooling and that residents would need to travel outside of the local area to access these key services.

6.2 SGA1 has a public footpath passing through that can be accessed from Morley Road both behind the Besthorpe Close bus stop and from the bridle path 100 yards further down Morley Road

My family along with many other Oakwood Residents regularly use the footpath for walks sometimes as far as to Locko Park. Should the development go ahead there is no future for this footpath and our local walk option will be lost. The development is on a very steep hill which provides an excellent view of the surrounding countryside. Should the development go ahead this hill will create a very significant Flooding problem because of the run-off of rain water which will create a significantly larger flood risk at the land adjacent to Deborah Drive off Morley Road and also at the lower section of Acorn way, please see note 7 re Flooding.

6.3 Other Issues as a consequence of redesignating SGA1 to None Green belt land

This development will significantly adversely impinge on Climate Change initiatives regarding the Loss of Carbon collection re the loss of green fields. This will also contribute to the destruction and loss of wild life habitat and farmland which is detrimental to the environment.

There will also inevitably be an increase in mental health issues within the Oakwood community due to having to travel greater distances outside of the community for green field walking and dog exercising facilities as a consequence of losing the green fields.

7 Flooding

The lowest section of Morley Road adjacent to Deborah drive currently floods every year during times of heavy rain making it not possible to drive through.

Also, on the lowest level of Acorn way when approaching the Raynesway roundabout, this too floods every year during periods of heavy rain. Unfortunately, this area of flooding has been the cause of at least one road traffic accident fatality.

The development of SGA1 is at a much higher level than both the Deborah drive and the Acorn way flooding areas. The resultant water run-off from this proposal will exceptionally exacerbate the inevitable drainage problem in both areas. Please see note 6.2. Without a significant investment in flood defence to solve these drainage issues the proposal should not go ahead.

8 My Objection Summary to the Development of land SGA1

I believe the Land Development proposal for SGA1 is not feasible for the following reasons ;

8.1 Combining the Land off of Acorn with Oakwood is not a logical extension.

The current Oakwood infrastructure relating to the provision of Doctor & Dental services, Pharmacy supplies and schooling are already approaching maximum utilisation levels. **Notes 1a, 1b, 1c, 1d, 1e, 2 & 6.1 refer.** Consequently, by combining with SGA1 land, rather than creating a logical extension of Oakwood I would suggest an "Urban Sprawl" would be created that will increase tension and frustration of residents by a further decrease in standard of service from Doctors, Dentistry, pharmacies and schooling and that residents would need to travel outside of the local area to access these key services.

8.2 Morley Road leading on to Chaddesden lane is too narrow to accommodate this level of development, in that it is 4 feet less than the UK standard for a 2-lane road. The development would cause dangerously high levels of traffic congestion and risk of traffic grid-lock. **Notes 3.1 and 3.2 refer**

8.3 Neither Morley Road or Acorn way are able to provide suitable access points to the SGA1 land. Note 3.3 refers

8.4 Serious Flooding concern. Note 7 refers

8.5 Serious concern for the road safety of Lees Brook school pupils. Note 4 refers

8.6 No apparent adequate supporting paper has been produced concerning the redesignating of the Land off of Morley Road from Green Belt Land. Note 6.1 refers

8.7 The generation of excessive Traffic Noise pollution and Emissions Note 5 refers

8.8 There being no evidence that it is practically possible to utilise the £3.5m s106 funding from the developer in the Oakwood area. Note 2 refers

8.9 The resultant impingement on Climate Change and mental-health initiatives. Note ref 6.2 & 6.3 refer

